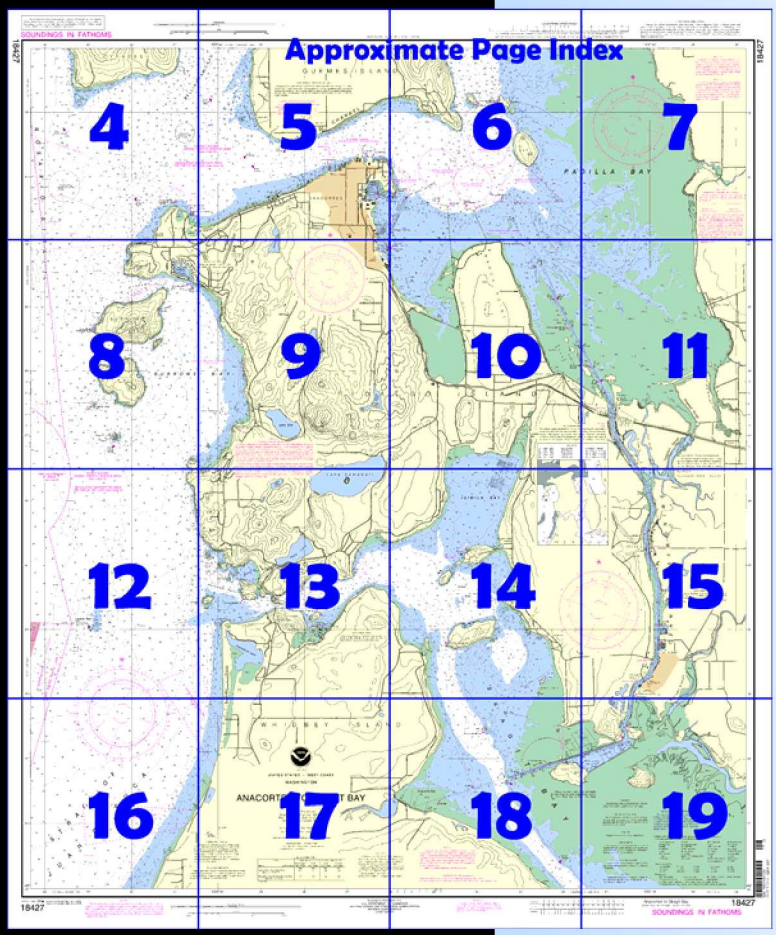
BookletChart™

Anacortes to Skagit Bay

(NOAA Chart 18427)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

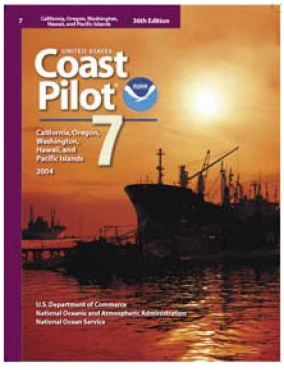
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 7, Chapter 12 & 13 excerpts]

(2) **Strait of Juan de Fuca** separates the S shore of Vancouver Island, Canada, from the N coast of the State of Washington. The entrance to the strait lies between parallels 48°23'N., and 48°36'N., on the meridian of 124°45'W. This important body of water is the connecting channel between the ocean and the interisland passages extending S to Puget Sound and N to the inland waters of British Columbia and southeastern Alaska.

(124) The northernmost part of the western shore of **Whidbey Island** forms the E end of the Strait of Juan de Fuca. This part of the island has a uniform sandy shore backed by low and rolling upland of farm and wooded areas.

(271) The entrance to **Skagit Bay,** southern part, lies between Polnell Point and Rocky Point. The bay is about 12 miles long in a WNW direction. The greater portion of it is filled with flats, bare at low water, and intersected by numerous channels discharging the waters of Skagit River.

(272) A natural channel varying in width from 0.2 to 0.6 mile and marked by lights and buoys follows the E shoreline of Whidbey Island to the N end of the bay. Shoal water extends off for some 100 to 300 yards from the E shore of the island. The N part of Skagit Bay is described in chapter 12.

(273) The controlling elevation of the flats at the mouth of South Fork is about 2.5 feet above mean lower low water, and the controlling depth at low tide depends on the river stage, probably not exceeding 1 foot during periods of minimum flow. The diurnal range at the mouth of the river is 11.3 feet. The extreme range at this point is estimated to be 20 feet.

(338) **Rosario Strait,** the easternmost of the three main channels leading from the Strait of Juan de Fuca to the Strait of Georgia, is 20 miles long and from 1.5 to 5 miles wide. The water is deep, and the most important dangers are marked.

(346) **Deception Pass**, the impressive 2-mile passage between Whidbey Island and **Fidalgo Island,** provides a challenging route that connects the N end of Skagit Bay with the S end of Rosario Strait.

(350) **Deception Island,** 1 mile W of Pass Island, is 0.4 mile NW of **West Point,** the NW end of Whidbey Island.

(355) **Burrows Bay** indents the W shore of Fidalgo Island between **Biz Point** and **Fidalgo Head.** Burrows Bay is a broad open bight affording anchorage in the N part, in 15 to 16 fathoms, soft bottom. Protection from W and N is afforded by **Burrows Island** and **Allan Island,** but the bay is exposed to S weather.

(366) **Cypress Island,** 1,530 feet high, steep on the lower slopes and gently rounding at the top, is on the E side of Rosario Strait and opposite Blakely Island. From S the island appears to lie in the middle of Rosario Strait.

(387) **Swinomish Channel** is a dredged channel that connects the waters of Skagit Bay with those of Padilla Bay, about 10 miles to the N. The entrance channel from Skagit Bay leads ENE between two jetties, thence N of **Goat Island,** which is rocky, steep, and timber covered, thence through **Hole in the Wall,** in the S part of Fidalgo Island, and thence N to Padilla Bay.

(391) **Guemes Channel,** between Guemes Island on the N and Fidalgo Island on the S, leads E from Rosario Strait to Padilla Bay.

(397) **Anacortes,** is on the S shore of Guemes Channel. The port is incorporated as the **Port of Anacortes.** Commerce includes logs and petroleum products.

(416) **Fidalgo Bay,** a shallow arm of Padilla Bay, extends S from the E end of Guemes Channel.

(417) **Padilla Bay,** between the mainland and the N part of Fidalgo Island, is largely occupied by drying flats, but deep water is E of Anacortes and Guemes Island. Entrance to the bay from Rosario Strait is through Guemes Channel; a passage E of Guemes Island leads into Padilla Bay from the N.

(421) **Bay View,** a village across the flats of Padilla Bay ESE from March Point, has no facilities except for a small boat repair shop.

(423) **Bellingham Channel,** deep between Cypress and Guemes Island, is the most direct route to Bellingham Bay from S. Between Cypress, Guemes, and Sinclair Islands the tidal currents have considerable velocity, but between Sinclair and Vendovi Islands the velocities are considerably less.

Table of Selected Chart Notes

Corrected through NM Sep. 02/06
Corrected through LNM Sep. 05/06

HEIGHTS
Heights in feet above Mean High Water.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NATIONAL WILDLIFE REFUGE
The areas labeled NWR (National Wildlife Refuge) are closed to the public to protect breeding colonies of seabirds, endangered and threatened species, and marine mammals. Boaters are requested to stay at least 200 yards away from these islands to avoid disturbance to these animals.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Puget Sound, WA	WWG-24	162.425 MHz

NOTE D
The U.S. Coast Guard operates a mandatory Vessel Traffic Service (VTS) system in Puget Sound. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of this chart falls within the Vessel Traffic Service (VTS) system.

NOTE C
Mariners are cautioned that the Washington State Ferries may deviate from the published standard routes due to inclement weather, traffic conditions, navigational hazards, or other emergency conditions. Standard ferry routes within the waters of the San Juan Islands are not displayed on this chart.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 7 for important supplemental information.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

LOCAL MAGNETIC DISTURBANCE
Differences from the normal variation have been observed as follows:

Southeast point of Guemes Island	14°
Eastern shore of Burrows Bay	4°
March Point	2°

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.632" southward and 4.614" westward to agree with this chart.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CRF 153).

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.
Refer to charted regulation section numbers.

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM
Area
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS, 80.1390 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line

NOTE B
TRAFFIC SEPARATION SCHEME
One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designated to aid in the prevention of collisions in the Strait of Juan De Fuca and Puget Sound waters, but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation Zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones, use extreme caution.
Precautionary Areas have been established where major lanes merge and cross the traffic separation scheme. It is recommended that vessels proceed with caution in these areas. Wherever practical, vessels entering or leaving the system should do so at these precautionary areas. For more information regarding Traffic Separation Scheme procedures and regulations, see 33 CFR 167 and / or chapter 2 of the U.S. Coast Pilot.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
Yokeko Point, Deception Pass (48°25'N/ 122°37'W)	10.5	9.5	2.6	-4.5
Deception Pass St. Park, Bowman Bay (48°25'N/ 122°39'W)	7.7	7.0	2.5	-4.0

(Jun 2005)

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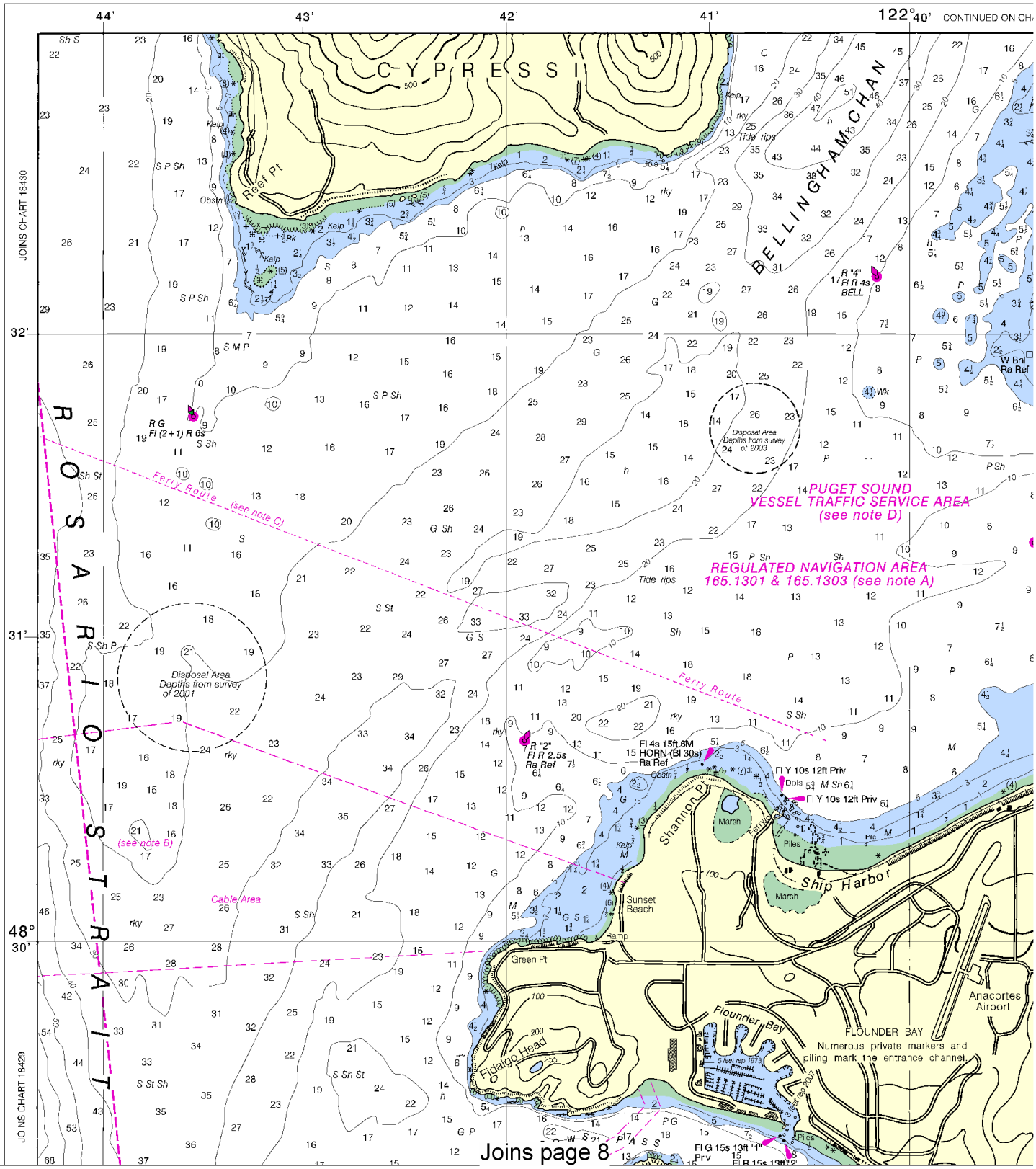
Nautical Miles
1 ½ 0
Yards
1000 500 0 1000

SOUNDINGS IN FATHOMS

18427



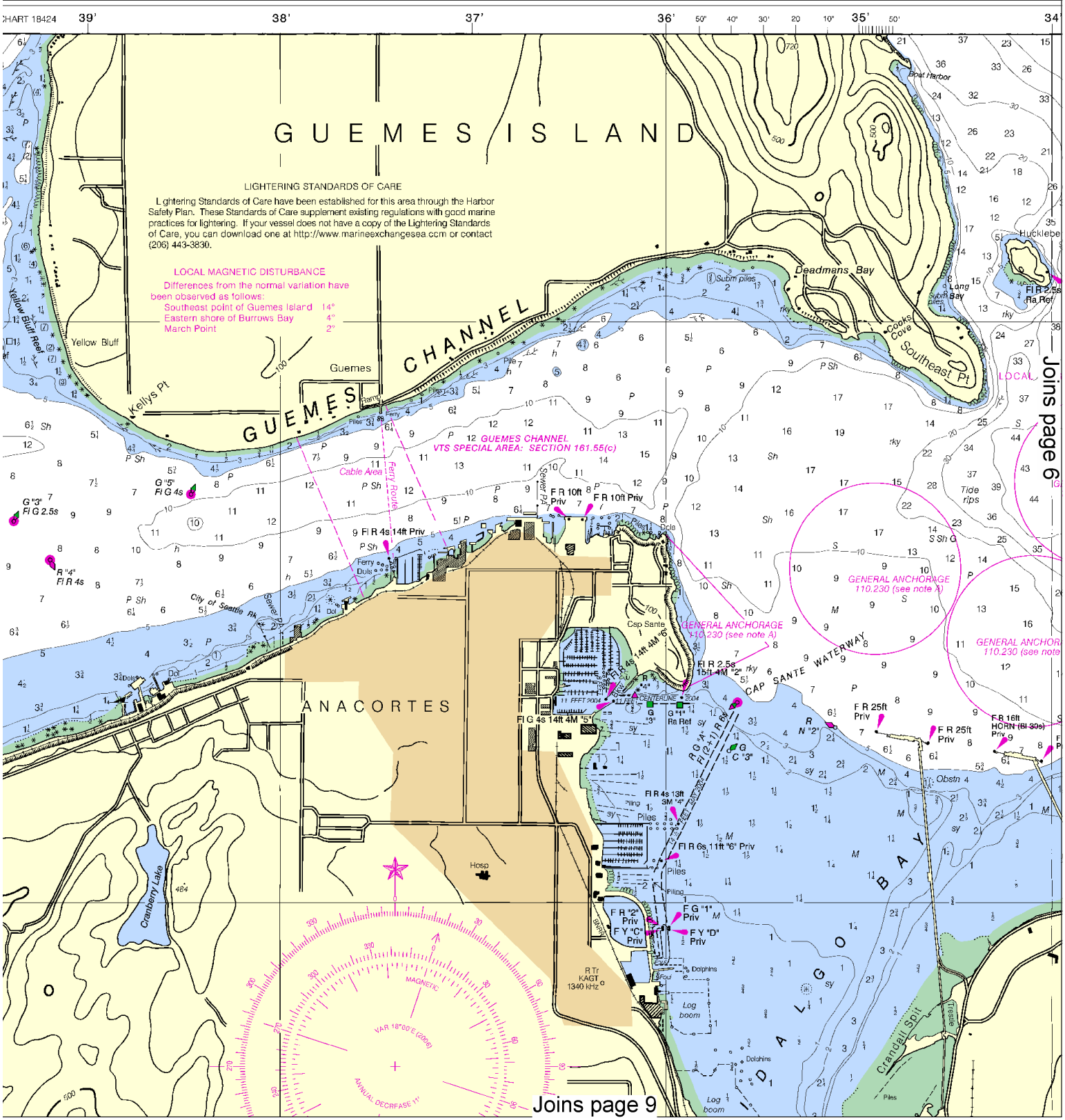
Joins page 8

4

North

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1
Yards
1000 0 1000 2000

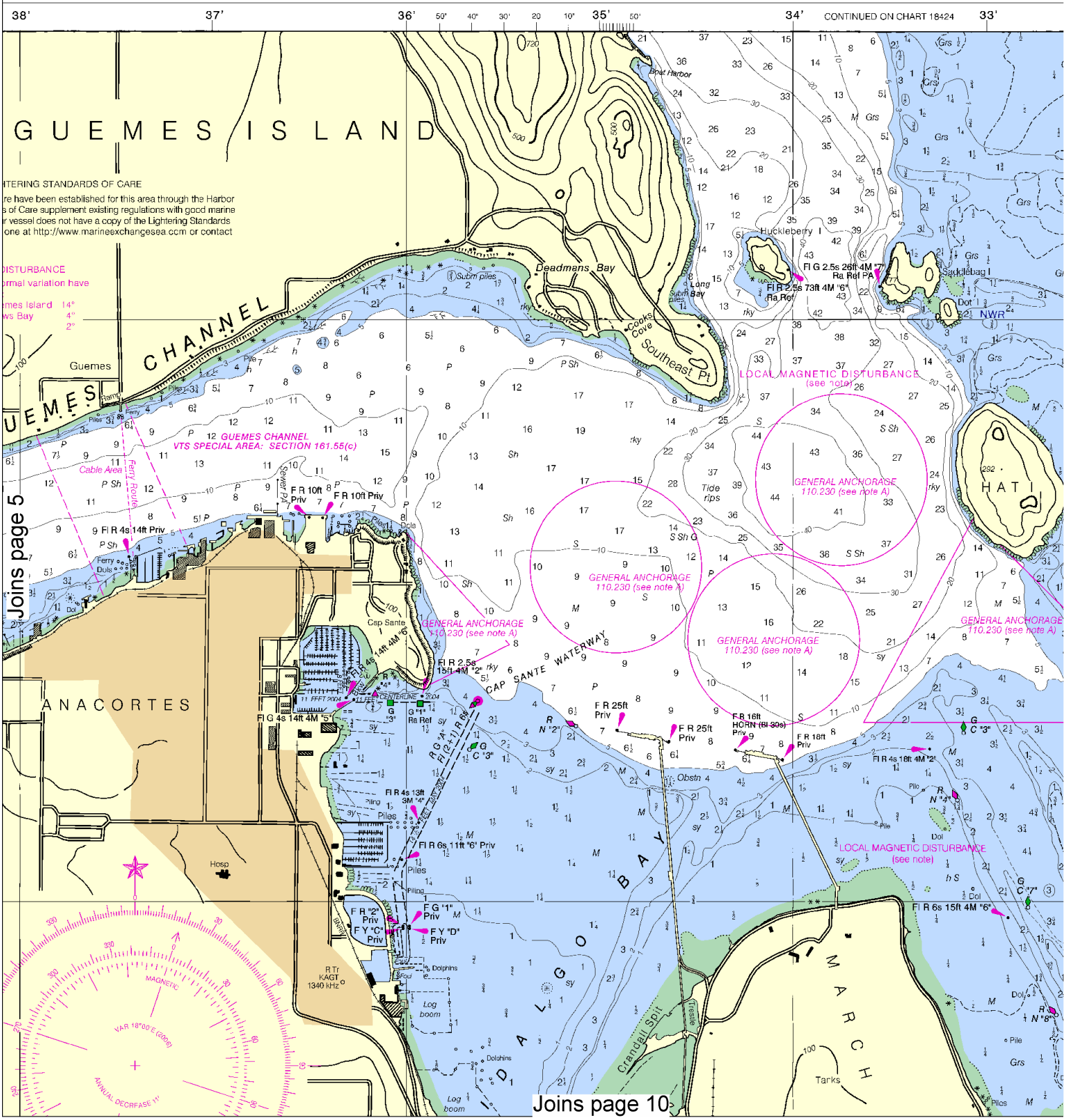


This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:33333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Formerly C&GS 6376, 1st Ed., May 1945 C-1945-650 KAPP 1680

1 2 3 4

To find SPEED, place one point of dividers on right point on 60 and left point will then indicate s



North

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Nautical Miles

1 ½ 0 1

Yards

1000 0 1000 2000

LOGARITHMIC SPEED SCALE

4 5 6 7 8 9 10 15 20 25 30 40 50 60

n distance run (in any unit) and the other on minutes run. Without changing divider spread, place
e speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

18427

32' 31' 122° 30' 29' 28'

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P A D I L L A B A Y

Joe Leary Slough

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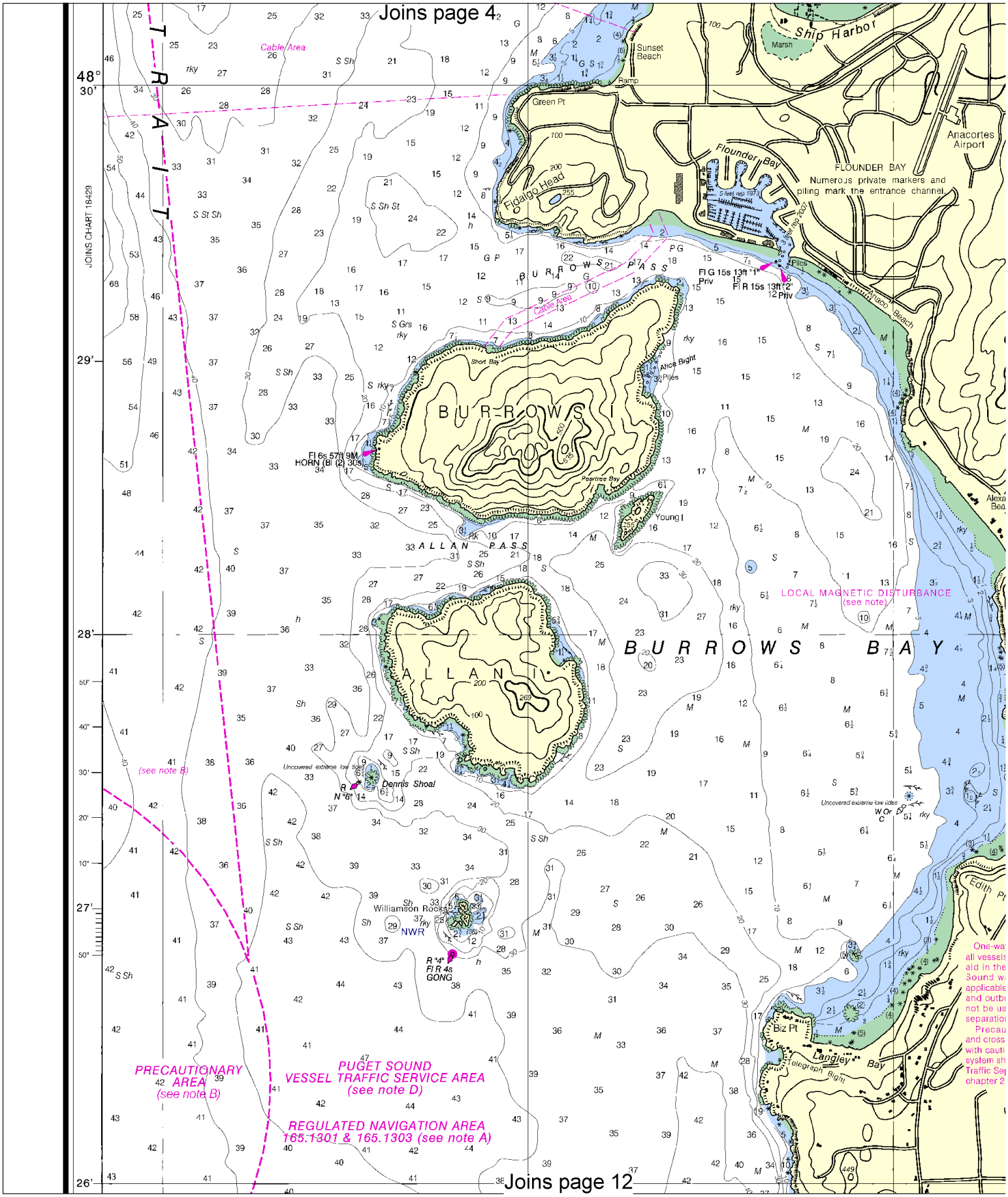
Covered wells may be marked by lighted or unlighted buoys.

32' 31' 48° 30'

Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .



8

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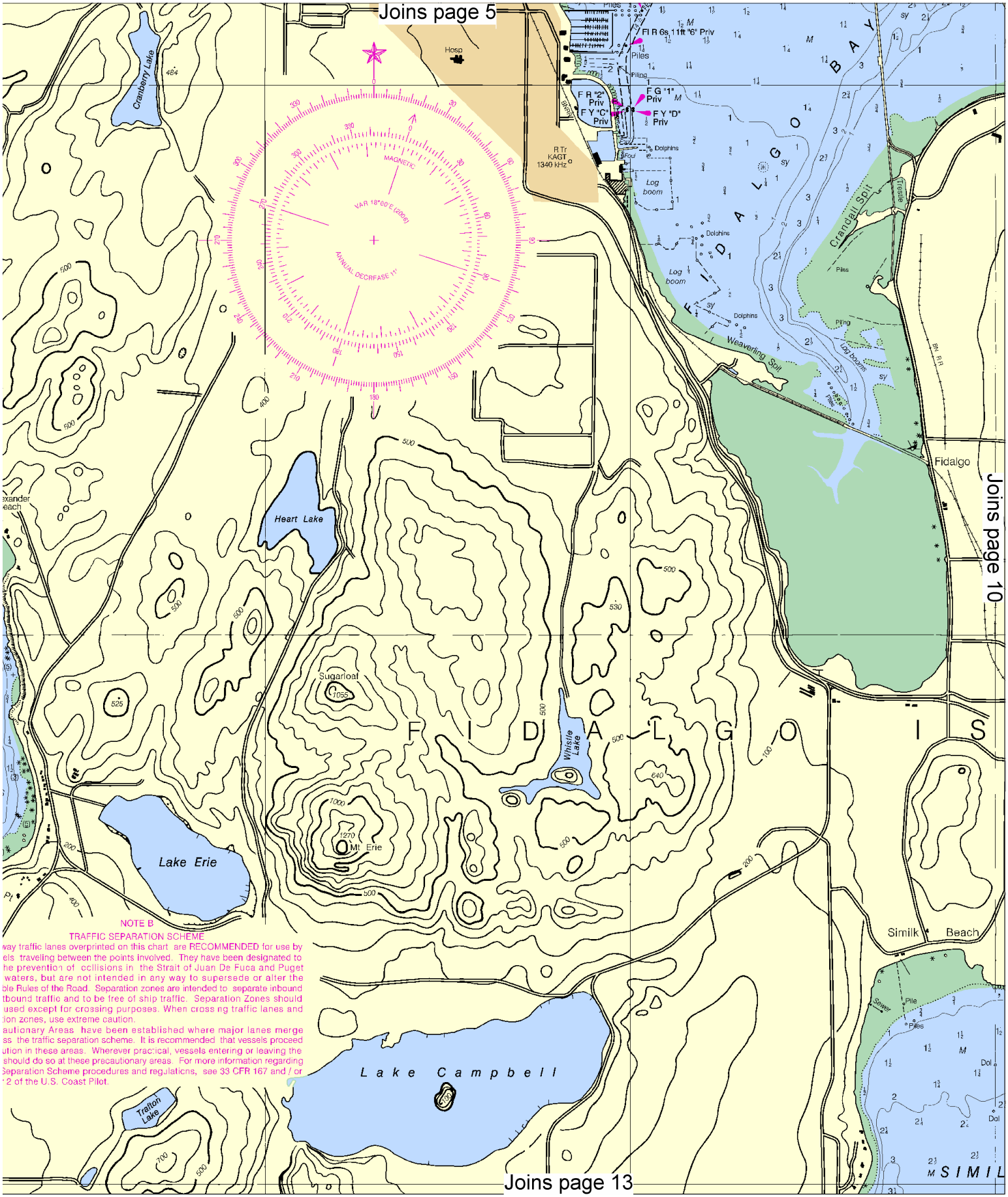
Nautical Miles
1 ½ 0 1

Yards
1000 0 1000 2000


Joins page 5
Joins page 10
Joins page 13
Cranberry Lake
Hosp
Piles
Fl R 6s 11ft "6" Priv
F R "2" Priv
F G "1" Priv
F Y "C" Priv
F Y "D" Priv
Piling
Dolphins
Log boom
Crandall Spit
Trestle
Weavering Spit
Fidalgo
Heart Lake
Sugarloaf
1055
Whistle Lake
Mt Erie
1270
Lake Erie
Lake Campbell
Trafton Lake
Similk Beach
Sewer
Pile
MAGNETIC
VAR 18°00'E (2006)
ANNUAL DECREASE 1°
NOTE B
TRAFFIC SEPARATION SCHEME
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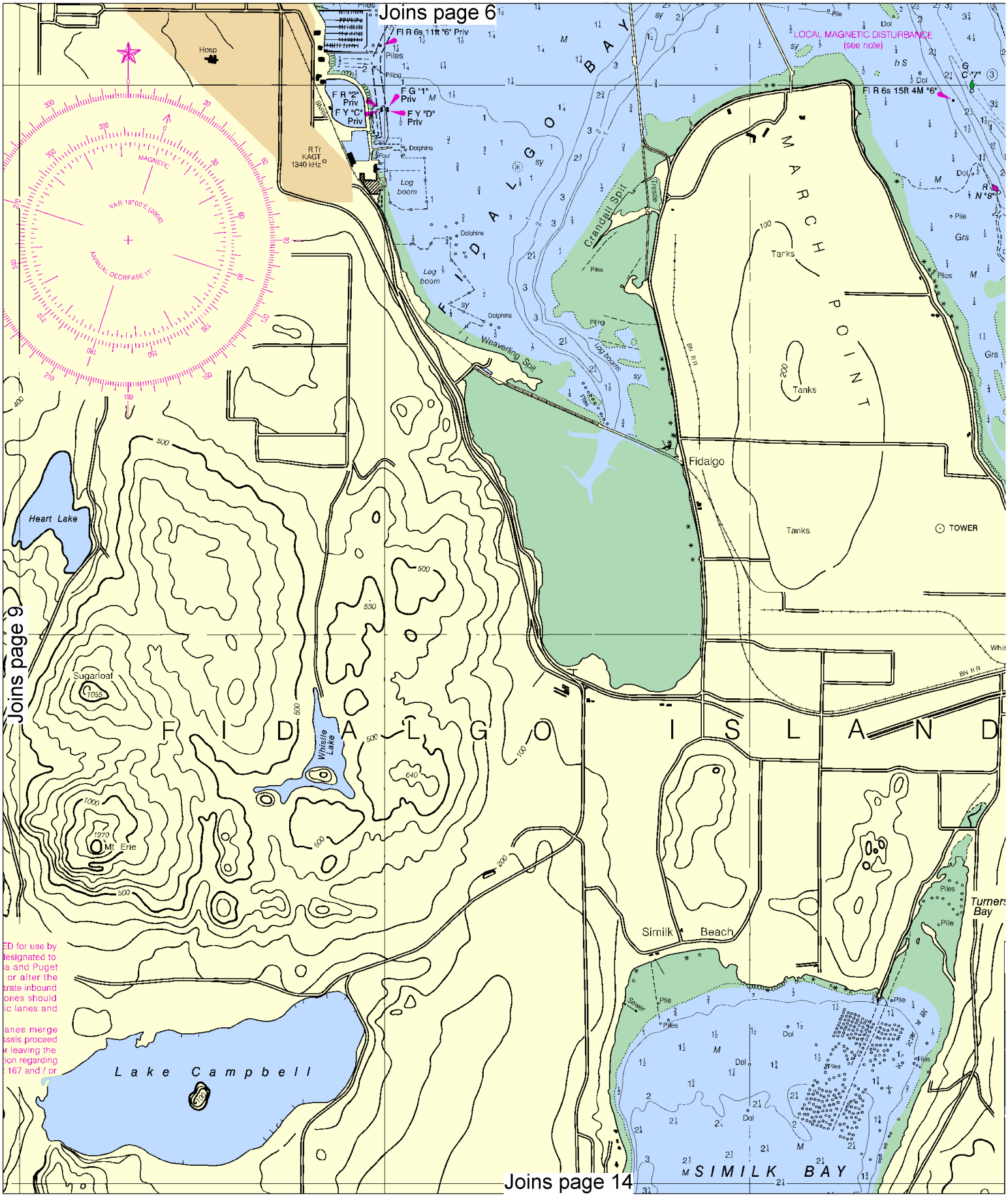

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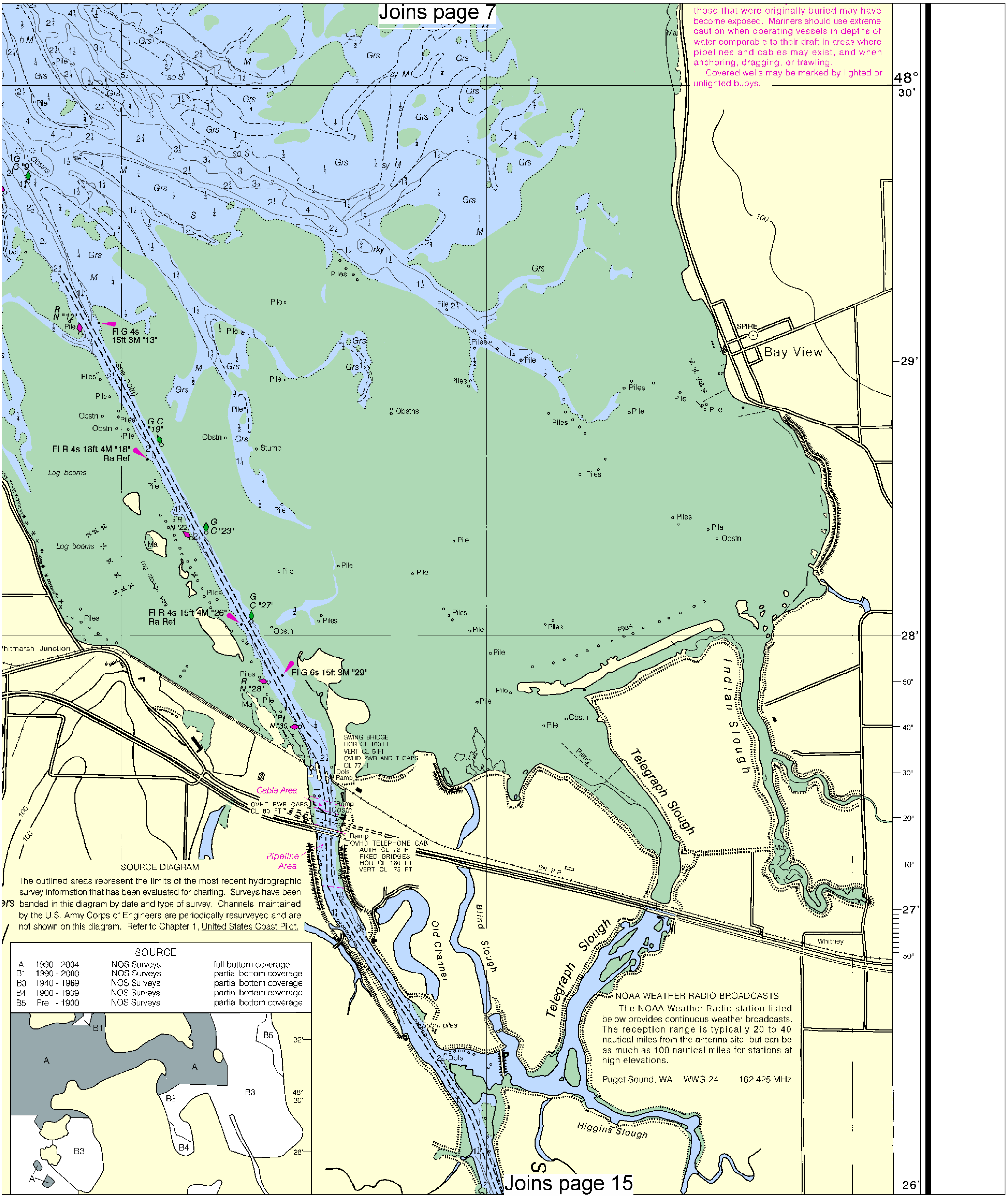
Nautical Miles

1 ½ 0 1

Yards

1000 0 1000 2000



Joins page 7
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Covered wells may be marked by lighted or unlighted buoys.
48°
30'
29'
28'
27'
26'
SPIRE
Bay View
Fl G 4s
15ft 3M "13"
Fl R 4s 18ft 4M "18"
Ra Ref
Log booms
Fl R 4s 15ft 4M "26"
Ra Ref
Fl G 6s 15ft 3M "29"
Whitmarsh Junction
SWING BRIDGE
HOR CL 100 FT
VERT CL 5 FT
OVHD PWR AND T CABS
CL 77 FT
Cable Area
OVHD PWR CABS
CL 80 FT
Pipeline
Area
OVHD TELEPHONE CAB
AUTH CL 72 FT
FIXED BRIDGES
HOR CL 160 FT
VERT CL 75 FT
Indian Slough
Telegraph Slough
Old Channel
Blind Slough
Higgins Slough
Whitney
Subm piles
SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.
SOURCE
A 1990 - 2004 NOS Surveys full bottom coverage
B1 1990 - 2000 NOS Surveys partial bottom coverage
B3 1940 - 1969 NOS Surveys partial bottom coverage
B4 1900 - 1939 NOS Surveys partial bottom coverage
B5 Pre - 1900 NOS Surveys partial bottom coverage
NOAA WEATHER RADIO BROADCASTS
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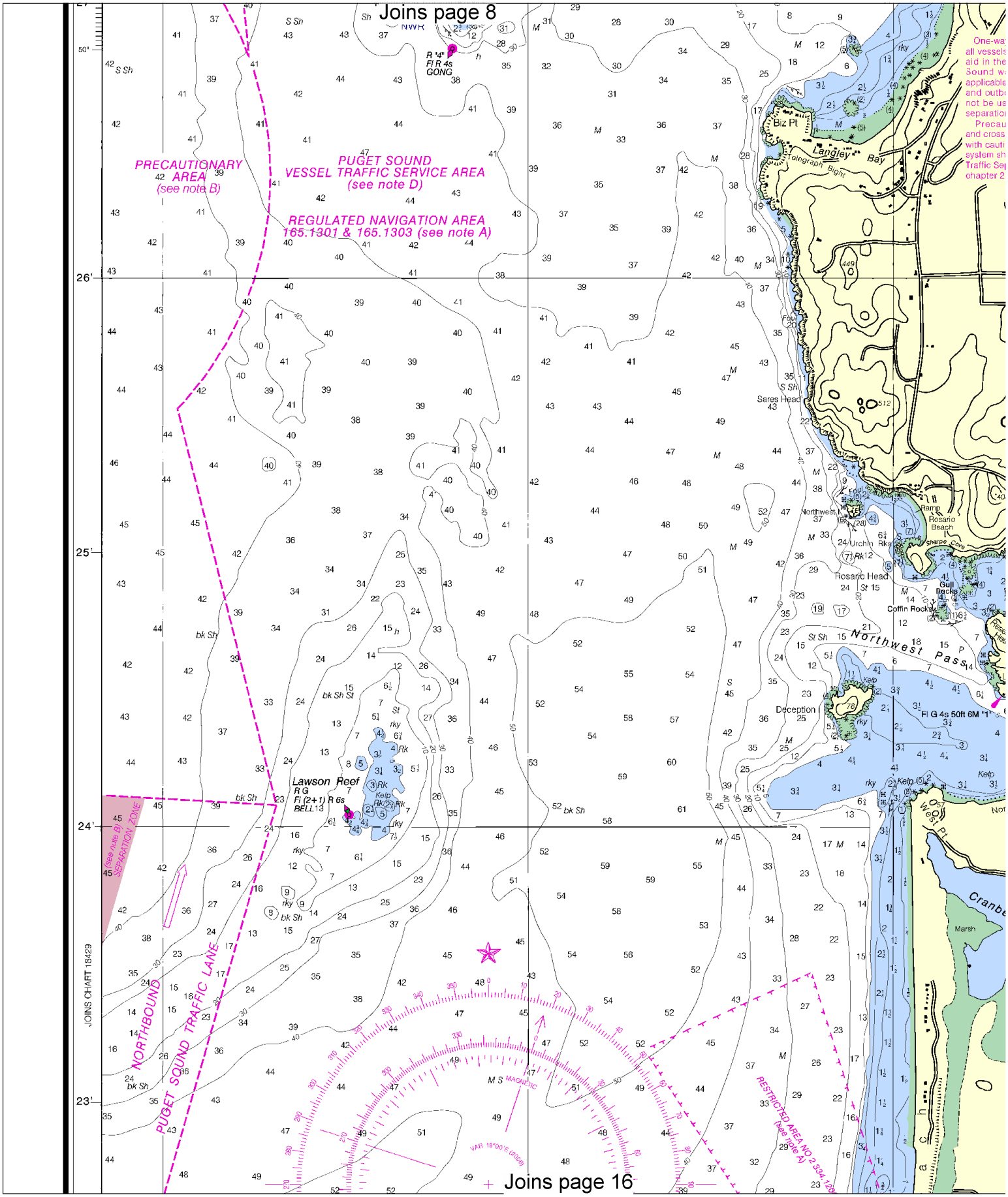
Puget Sound, WA WWG-24 162.425 MHz
Joins page 15



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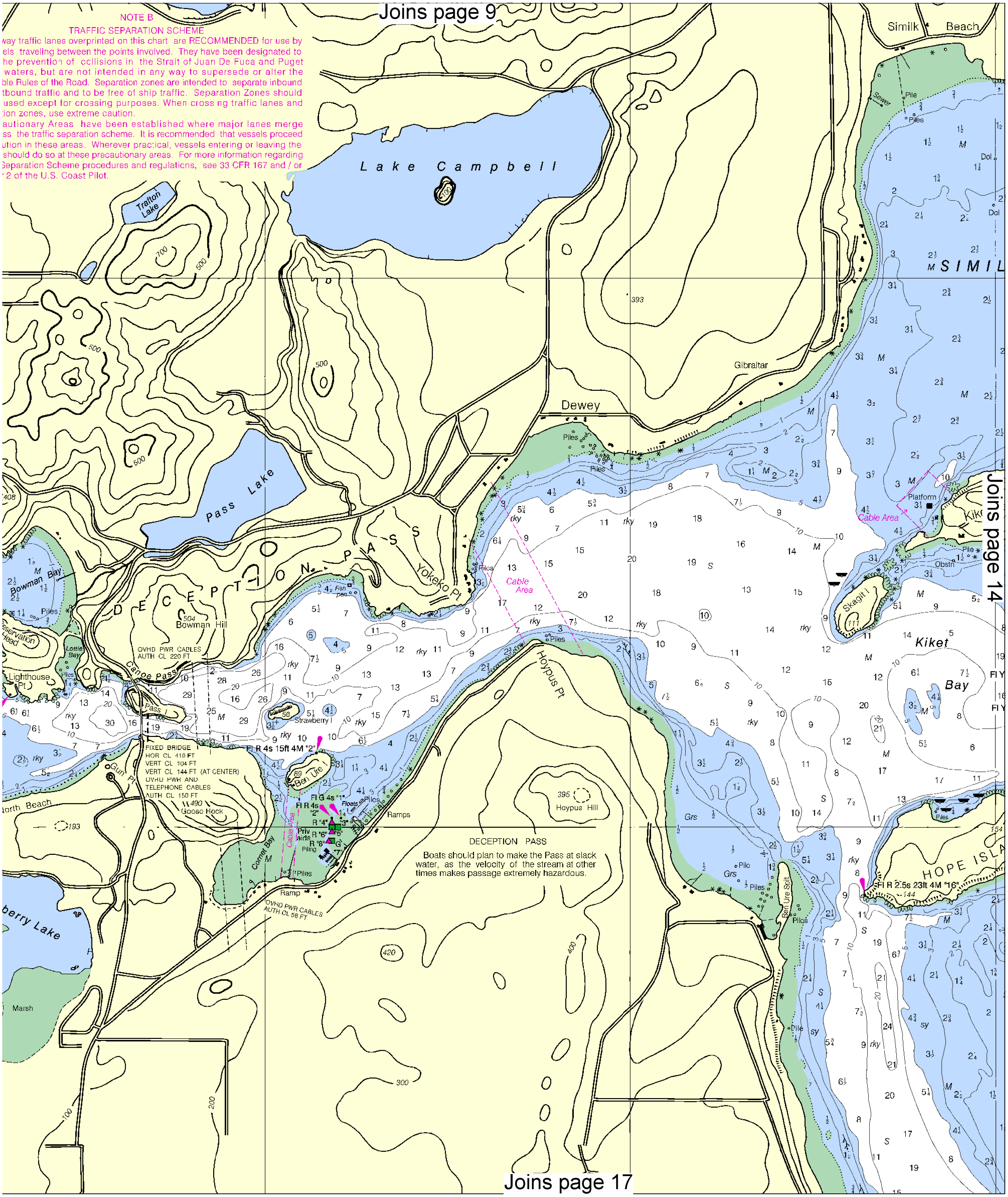
Nautical Miles

1 ½ 0 1

Yards

1000 0 1000 2000


Joins page 9
Joins page 14
Joins page 17
NOTE B
TRAFFIC SEPARATION SCHEME
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Separation Scheme procedures and regulations, see 33 CFR 167 and / or
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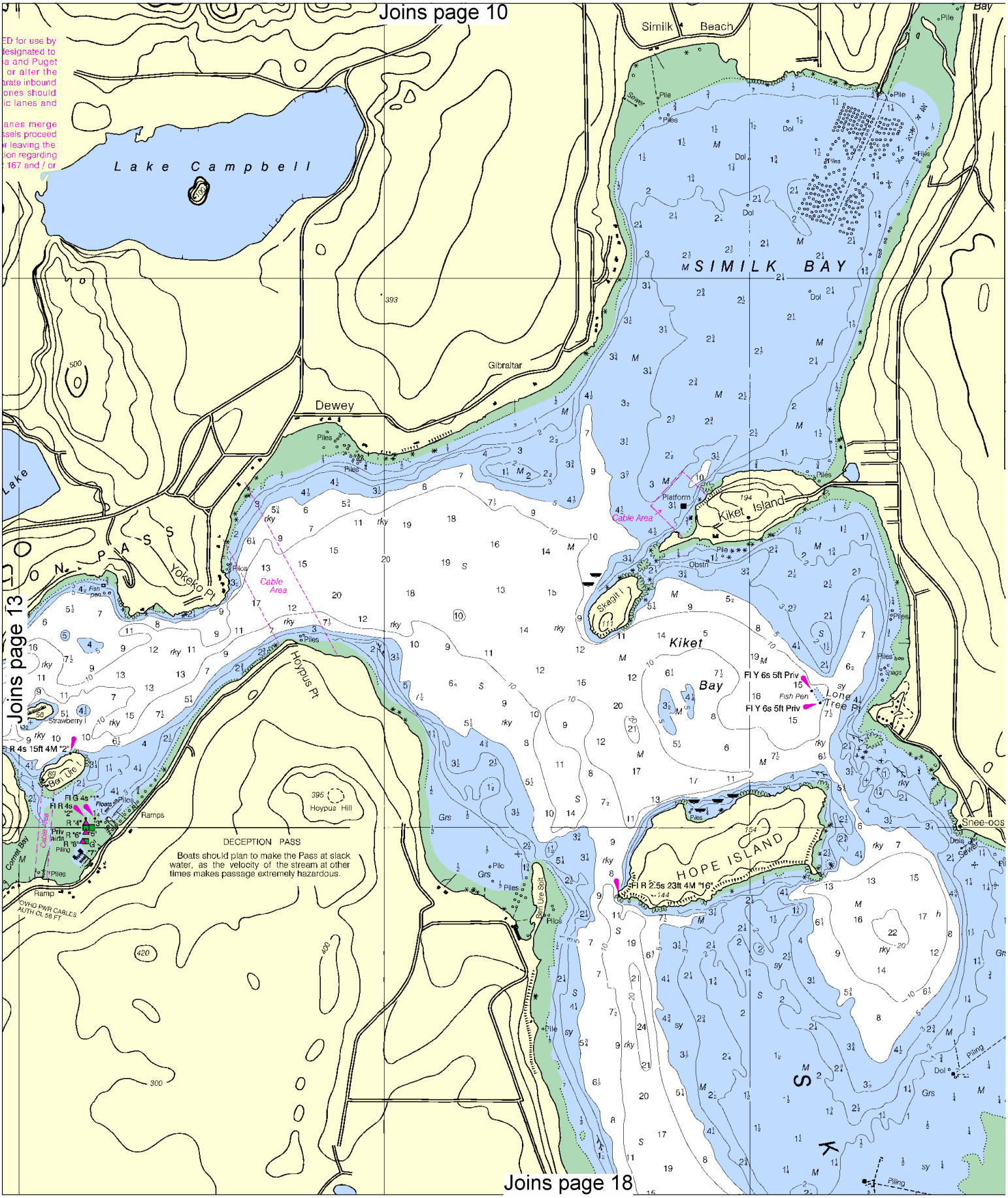
Lake Campbell
Trafton Lake
Pass Lake
Similk Beach
SIMIL
Gibraltar
Dewey
DECEPTION PASS
Yokeko Pt
Bowman Bay
Bowman Hill
Lottie Bay
Lighthouse Pt
Canoe Pass
Pass I
Strawberry I
Ben Ure
Gun Pt
North Beach
Goose Rock
Cornet Bay
Hoypus Pt
Hoypus Hill
Skagit I
Kiket Bay
HOPE ISLA
Ben Ure Spit
Cable Area
Platform
OVHD PWR CABLES AUTH CL 220 FT
FIXED BRIDGE
HOR CL 410 FT
VERT CL 104 FT
VERT CL 144 FT (AT CENTER)
OVHD PWR AND TELEPHONE CABLES AUTH CL 150 FT
OVHD PWR CABLES AUTH CL 56 FT
Fl R 4s 15ft 4M "2"
Fl G 4s "1"
Fl R 4s "2"
Fl R 2.5s 23ft 4M "16"
Priv aids
Floats
Ramps
Ramp
Piles
Piling
DECEPTION PASS
Boats should plan to make the Pass at slack water, as the velocity of the stream at other times makes passage extremely hazardous.
berry Lake
Marsh



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Nautical Miles

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Yards

1000 0 1000 2000

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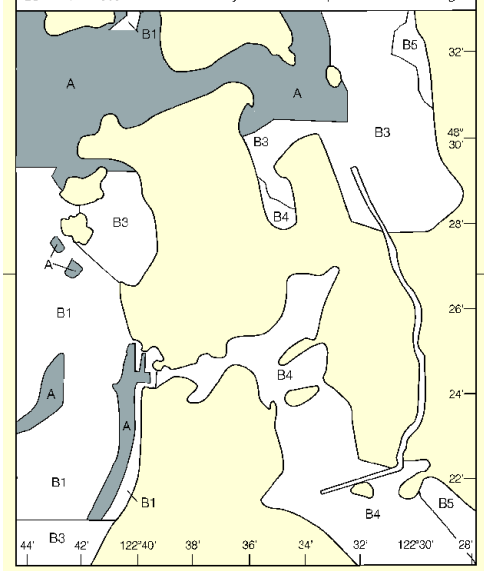
Joins page 11



NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Puget Sound, WA WWG-24 162.425 MHz

SWINOMISH CHANNEL

The controlling depth was 6.8 feet for a width of 100 feet from Skagit Bay to deep water in Padilla Bay.

JAN-MAR 2004

Fl G 4s 27ft 5M "25"

OVHD PWR CAB AUTH CL 96 FT

G C "23"

R N "22"

R N "26"

Pipeline Area

F R 8ft Priv

F R 11ft Priv

LA CONNER

Cable Area

Pipeline Area

FIXED BRIDGE HOR CL 276 FT VERT CL 75 FT

Ramp OVHD PWR CABS AUTH CL 91 FT

Fl R 4s 15ft 3M "20"

Subm piles

Dols

Piles

Tonkon Islands

Snee-oosh Beach

Marsh

Whitney

Higgins Slough

Telegraph Slough

Sullivan Slough

SWINOMISH CHANNEL

MAGNETIC

VAR 18°00 E (2008)

ANNUAL DECREASE 11'

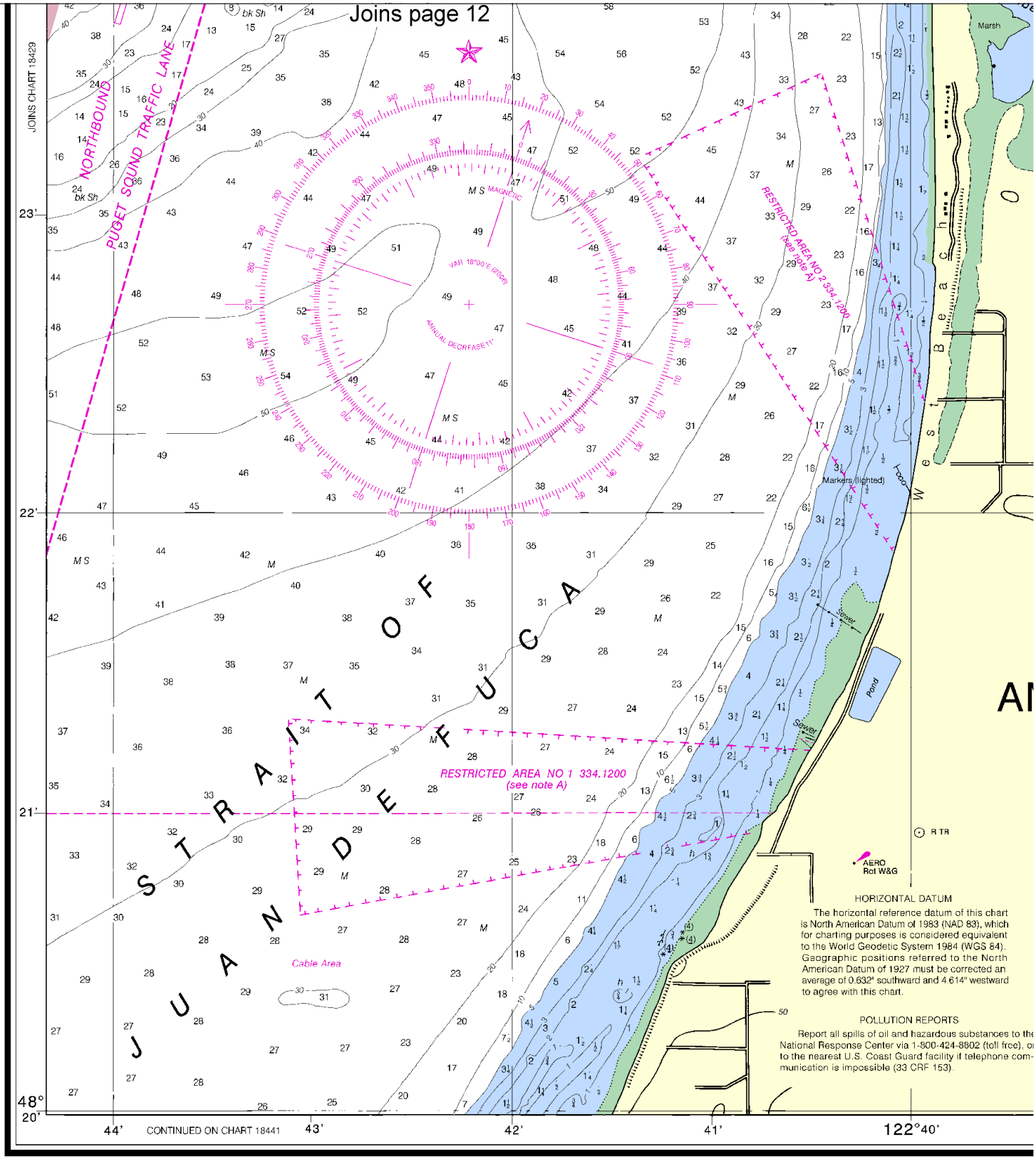
26'

25'

24'

23'

Joins page 19



23rd Ed., Sep. / 06 ■ Corrected through NM Sep. 02/06
Corrected through LNM Sep. 05/06

18427

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

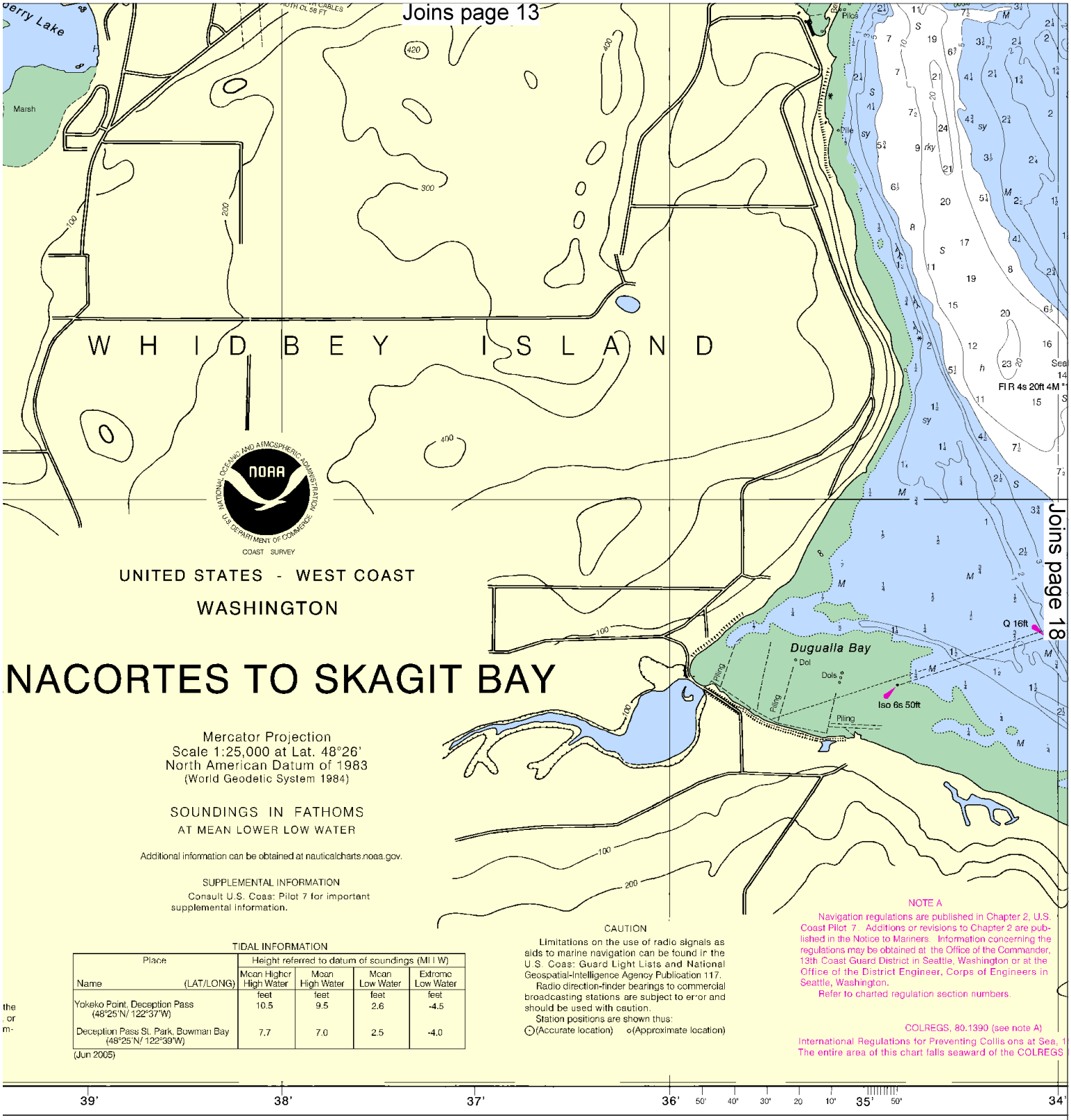
Nautical Miles
1 ½ 0
Yards
1000 0

North

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1
Yards
1000 0 1000 2000

Joins page 13



UNITED STATES - WEST COAST

WASHINGTON

NACORTES TO SKAGIT BAY

Mercator Projection
Scale 1:25,000 at Lat. 48°26'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

SUPPLEMENTAL INFORMATION
Consult U.S. Coas: Pilot 7 for important supplemental information.

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
Yokeko Point, Deception Pass (48°25'N/ 122°37'W)	10.5	9.5	2.6	-4.5
Deception Pass St. Park, Bowman Bay (48°25'N/ 122°39'W)	7.7	7.0	2.5	-4.0

(Jun 2005)

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coas: Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.

Refer to charted regulation section numbers.

COLREGS, 80.1390 (see note A)

International Regulations for Preventing Collis ons at Sea, 1
The entire area of this chart falls seaward of the COLREGS

1000 2000

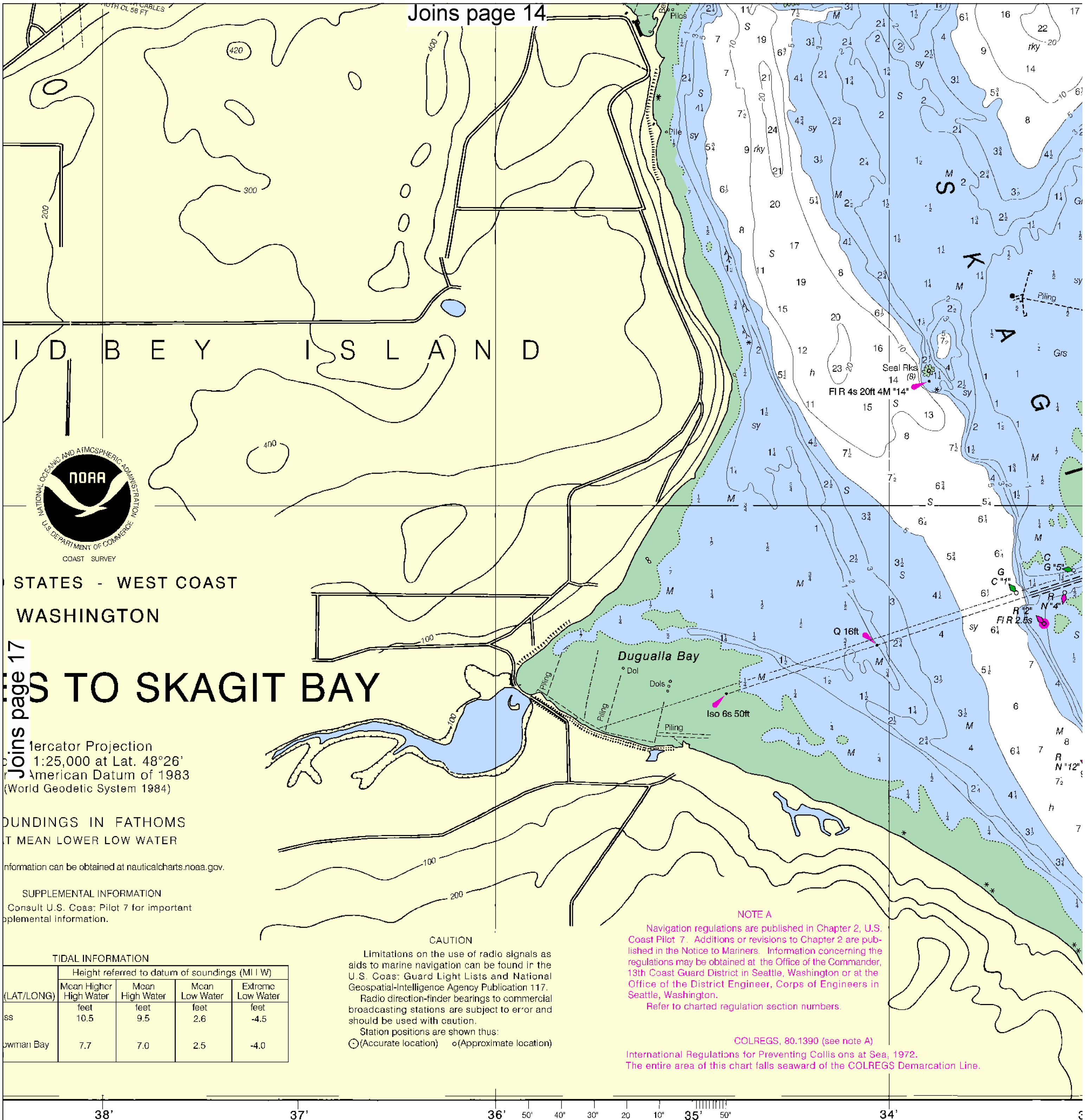
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

WARN

The prudent marine any single aid to navig floating aids. See U.S. and U.S. Coast Pilot for

Joins page 14

Joins page 17



TIDAL INFORMATION

(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
	Height referred to datum of soundings (MLLW)			
	feet	feet	feet	feet
ss	10.5	9.5	2.6	-4.5
owman Bay	7.7	7.0	2.5	-4.0

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

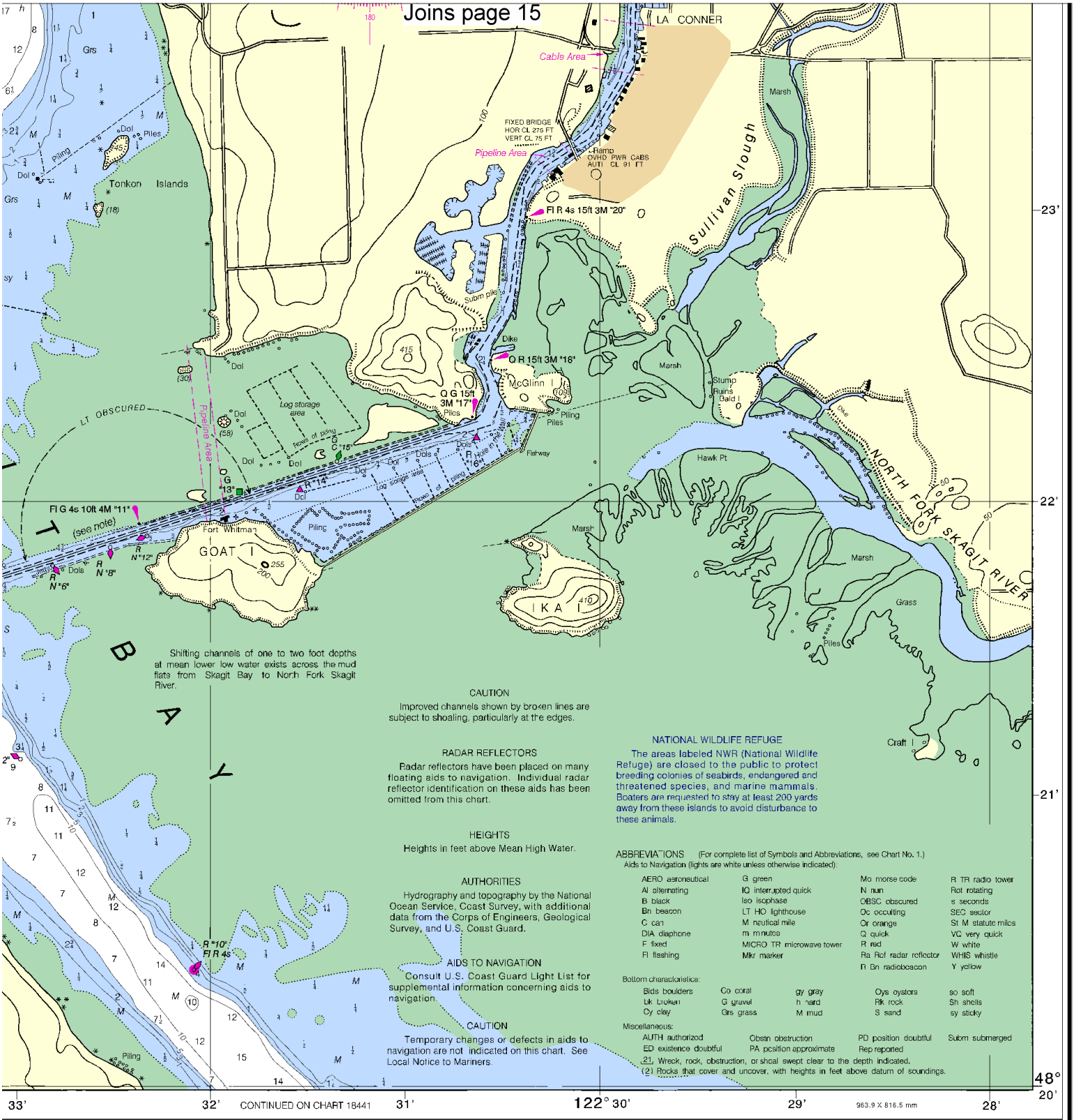
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

North

Printed at reduced scale. SCALE 1:25,000 See Note on page 5.

Nautical Miles: 1 ½ 0 1

Yards: 1000 0 1000 2000



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Anacortes to Skagit Bay
SOUNDINGS IN FATHOMS - SCALE 1:25,000

18427

SOUNDINGS IN FATHOMS

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue – 206-220-7001
Coast Guard Port Angeles – 360-457-4404
Coast Guard Seattle – 206-217-6001
Commercial Vessel Assistance – 1-800-367-8222

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.